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U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

CV36/10
A16-13
Ser: 0102

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CONFIDENTIAL
SECURITY INFORMATION

APR 2 1952

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY SEVEN
(3) Commander SEVENTH FLEET
(4) Commander Naval Forces FAR EAST
(5) Commander in Chief, U.S. Pacific Fleet

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report for the period 18 February to 22 March 1952

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 24 March 1952

1. The Action Report for the period of 18 February to 22 March 1952 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM (CV-36) arrived at Yokosuka Naval Base at 0833I on 9 February 1952 upon completion of its third combat tour. The period 9 - 18 February 1952 was spent at anchor in Yokosuka Harbor where the ship had a restricted availability and for rest and recreation. At 0600I on 18 February 1952 the U.S.S. ANTIETAM got underway for the operating area to join Task Force 77 in accordance with ComCarDiv ONE Confidential Dispatch 140022Z of February, in company with U.S.S. ESSEX (CV-9), ComCarDiv ONE, Rear Admiral J. Perry, USN, embarked, with U.S.S. WISCONSIN (BB-64), Vice Admiral H. M. MARTIN, ComSEVENTHFlt embarked, U.S.S. HANSON (DD-832), U.S.S. TAUSSIG (DD-746), U.S.S. WALKER (DD-517), and the U.S.S. MACKENSIE (DD-836). Anti-Aircraft practice was conducted during the afternoon of 18 February and refresher air operations were conducted during the afternoon of 19 February. The ship joined the task force at 1037I on 20 February in the operating area near the 38th parallel near the east coast of Korea. The Task Force was commanded by Rear Admiral J. PERRY in the U.S.S. ESSEX (CV-9), and operated under Task Force 77 Operation Order 22-51 (Revised) dated 6 December 1951. At various times it was composed of U.S.S. ESSEX (CV-9), U.S.S. PHILIPPINE SEA (CV-47), U.S.S. VALLEY FORGE (CV-45), U.S.S. SAINT PAUL (CA-73), U.S.S. WISCONSIN (BB-64), U.S.S. ROCHESTER (CA-124), U.S.S. MANCHESTER (CL-83), and various screening units. Air Group 15 was embarked in the U.S.S. ANTIETAM (CV-36).

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After 29 days of operations the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation leaving the action area on 19 March 1952.

The Mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.
(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN Naval Forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN, with the following complement of pilots and number of aircraft at the beginning of flight operations on 20 February 1952:

SQUADRON	NO. OF PILOTS	NO. & TYPE OF AIRCRAFT
VF-713	27	15 F4U-4
VA-728	26*	8 AD-2, 3 AD-3, 3 AD-4, 3 AD-4L
VF-831	20	16 F9F-2
VF-837	20	14 F9F-2
VC-3	5	2 F4U-4, 2 F4U-5NL
VC-11	4	3 AD-4W
VC-35	6	2 AD-4Q, 2 AD-4NL
VC-61	4	2 F9F-2P
CVG-15	6**	
HU-1	2	1 HO3S

* One (1) pilot TAD at U.S. Naval Hospital, Yokosuka during operating period.

** Four (4) LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

PART II

CHRONOLOGICAL ORDER OF EVENTS

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2/18/52 - U.S.S. ANTIETAM (CV-36) sorted from Yokosuka Harbor at 0602I in company with U.S.S. ESSEX (CV-9), ComCarDivONE, Rear Admiral J. PERRY, USN, U.S.S. WISCONSIN (BB-64), Vice Admiral H. M. MARTIN, Com7thFlt embarked, U.S.S. HANSON (DD-832), U.S.S. TAUSSIG (DD-746), U.S.S. WALKER (DD-517), and the U.S.S. MACHENZIE (DD-836). Conducted AA firing in the afternoon.

2/19/52 - Steaming as before enroute to operating area. At 1400I conducted refresher air operations.

2/20/52 - Enroute to operating area. At 0715I began refresher air operations. At 1037I rendezvoused with Task Force 77 which was replenishing.

2/21/52 - Air Operations. Flew 85 sorties on CAP, Railroad Interdiction, Jet Recco, Jet Photo, ASP and Night Hecklers. Mr. James D. Michener, author and war correspondent visited this ship today.

2/22/52 - Air Operations. Flew 83 of the usual sorties.

2/23/52 - Despite early morning snowstorm, 70 sorties were flown today.

2/24/52 - Replenishment day.

2/25/52 - Air Operations were curtailed today due to inclement weather. Flew 49 sorties.

2/26/52 - Due to inclement weather the Task Force replenished today. Two sorties were flown on ASP.

2/27/52 - Air operations. Flew 83 sorties.

2/28/52 - Air operations. Flew 82 sorties.

2/29/52 - Air Operations. Flew 77 sorties. At 1005I an F9F accidentally fired one 20MM round upon landing. Cause of accident not yet determined. The projectile hit GREENWAY, W.L. AB3, 211 48 37, USN, critically wounding him in the abdomen.

3/1/52 - Replenishment day.

3/2/52 - Air operations. Flew 80 sorties. At about 1430I LT G. W. JOHNSON, USNR, VA-728 was shot down by AA over Hungnam. The pilot was not recovered.

3/3/52 - Air operations were limited to eight (8) sorties due to inclement weather.

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3/4/52 - Air operations. Flew 81 sorties.

3/5/52 - Replenishment day. At 0800I the U.S.S. ESSEX (CV-9) departed the force for Yokosuka and the United States. At 1150I the U.S.S. VALLEY FORGE (CV-45) joined the force. The following message was received from RADM J. PERRY, upon his departure, addressed to the ANTIETAM, CAG-15 and CAG-5:

> "IT HAS BEEN A PLEASURE AS WELL AS A PRIVILEGE OPERATING WITH YOU X THE WORK YOU GUYS HAVE BEEN DOING SHOULD MAKE ANY BOSS LOOK GOOD X THANK YOU CMA GOOD LUCK AND I HOPE WE MEET AGAIN X PERRY"

3/6/52 - Air operations. Flew 86 sorties.

3/7/52 - Air operations. Flew 91 sorties.

3/8/52 - Air operations were held to only 10 sorties due to inclement weather. LTJG R. E. WILSON, VF-837, made the 24,000th landing in his F9F.

3/9/52 - Air operations. Flew 88 sorties. LTJG JOHN SHERMULIS, VA-728, took off for the 5,000th combat sortie of the ship today.

3/10/52 - Replenishment day.

3/11/52 - Air operations. Flew 91 sorties.

3/12/52 - Air operations. Flew 88 sorties.

3/13/52 - Air operations. Flew 90 sorties.

3/14/52 - Replenishment day.

3/15/52 - Air operations. Flew 86 sorties.

3/16/52 - Air operations. Flew 92 sorties.

3/17/52 - Air operations. Flew 94 sorties.

3/18/52 - Replenishment day. The following message addressed to the Task Force was received from CTF-77 today:

> "THE PAST TWO WEEK PERIOD OF OPERATIONS HAS BEEN AN EXCELLENT ONE X WHILE LOW WINDS DURING ALMOST THE ENTIRE PERIOD FORCED MUCH HIGH SPEED RUNNING THERE WAS A COMMENDABLE LACK OF STEAMING CASUALTIES X REPLENISHMENT OPERATIONS WERE SMARTLY CONDUCTED X THE RESULTS OF AIR OPERATIONS IN TERMS OF DAMAGE TO THE ENEMY REACHED NEW HIGHS X SURFACE GUNFIRE SUCCESSFULLY CONTRIBUTED TO THE TOLL X WELL DONE TO ALL HANDS."

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3/19/52 - All flying was cancelled due to inclement weather. At 1005I the U.S.S. PHILIPPINE (CV-47) and U.S.S. ROCHESTER (CA-124) joined the force. At 1142I the ANTIETAM, U.S.S. WISCONSIN and U.S.S. James E. KYES were detached for Yokosuka. CTE-77.03, Commanding Officer, U.S.S. ANTIETAM (CV-36), At about 1730I the U.S.S. SHELTON (DD-790) rendezvoused with the task element. At 2030I the U.S.S. KYES was detached for Sasebo to transfer an injured man to a hospital ship. ComCarDivFIVE sent the following message to the Antietam upon her detachment:

"WE WILL MISS ANTIETAM AND AIR GROUP 15 ON THE LINE WHERE THE REDS HAVE FELT THE POWER OF YOUR PERSISTENT AND ACCURATE STRIKES. I ENJOY YOUR WELL DESERVED REST."

3/20/52 - Enroute Yokosuka. At 0930I the U.S.S. KYES rejoined.

3/21/52 - Enroute Yokosuka. At 1000I launched 17 aircraft for NAS Atsugi. At 1200I moored port side to piedmont Pier Yokosuka.

Summary of Sorties on page #6

PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

2000 #G.P.	23	MK 6 Flares	176
1000 #G.P.	1,042	MK 5 Float Lights	65
500 #G.P.	276	20MM HEI	87,000
260 #Frag.	309	20MM INC	87,000
250 #G.P.	3,004	20MM API	39,780
100 #G.P.	2,635	50 Cal. API	91,800
5" HVAR	268	50 Cal. INC	91,800
3.25" ASAR	188	50 Cal. APIT	49,920
Thickener, Napalm (Type 1 & 2)	3,000#		
Napalm Tanks (MK77)	66		
XYLONOL	50 Gals.		

B. Comment on Performance of Ordnance Material and Equipment:

1. Aviation Ordnance Performance

The web hold down straps on the MK-4 bomb skid adapters have proved unsatisfactory because the buckles bend or break easily. New bomb skids have recently arrived that employ commercial load binders with heavy cast locking lever and have proved excellent.

The number of dud ordnance and hung bombs has decreased appreciably during this operating period.

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SUMMARY OF SORTIES

DATE	REMARKS FIRST LAUNCH	REMARKS LAST RECOV.	OFFENSIVE DAY PROP	OFFENSIVE DAY JET	OFFENSIVE NITE PROP	DEFENSIVE DAY PROP	DEFENSIVE DAY JET	DEFENSIVE NITE PROP	MISC. PROP	MISC. JET	TOTAL
Feb.18	Enroute		—	—	—	—	—	—	—	—	—
19	Enroute		—	—	—	—	—	—	19*	10*	29*
20	Enroute & Replenishment				—	—	—	—	16*	17*	33*
21	0508	1720	32	27	4	4	16	2	1*	—	85
22	0515	1800	31	25	5	4	16	2	—	—	83
23	0543	1752	32	12	4	4	16	2	3*	—	70
24	Replenishment		—	—	—	—	—	—	—	—	—
25	0809	1509	16	17	—	4	12	—	1*	1*	49
26	Replenishment and Inclement Wea.					2	—	—	—	—	2
27	0807	2055	31	27	4	4	15	2	2*	—	83
28	0809	1758	34	28	—	4	16	—	—	—	82
29	0808	1636	33	28	—	4	12	—	2*	—	77
Mar. 1	Replenishment		—	—	—	—	—	—	—	—	—
2	0509	1747	34	19	5	4	16	2	2*	—	80
3	Inclement Weather			—	4	4	—	—	—	—	8
4	0509	1808	30	26	3	4	16	2	—	—	81
5	Replenishment		—	—	—	—	—	—	—	—	—
6	0759	2116	32	29	3	4	16	2	2*	—	86
7	0753	2107	32	31	6	4	16	2	—	—	91
8	Inclement Weather			—	—	2	8	—	—	—	10
9	0753	2114	32	28	6	4	16	2	—	—	88
10	Replenishment		—	—	—	—	—	—	—	—	—
11	0456	1805	36	30	3	4	16	2	1*	—	91
12	0453	1725	32	30	4	4	16	2	1*	—	88
13	0457	1828	36	29	3	4	16	2	3*	—	90
14	Replenishment		—	—	—	—	—	—	—	—	—
15	0804	1825	33	31	—	6	16	—	—	—	86
16	0754	2131	35	30	5	4	16	2	1*	—	92
17	0754	2102	35	34	3	4	16	2	1*	—	94
18	Replenishment		—	—	—	—	—	—	—	—	—
19											
20	Enroute		—	—	—	—	—	—	—	—	—
21	Enroute		—	—	—	—	—	—	—	—	—
22	Enroute		—	—	—	—	—	—	—	—	—
TOTALS:			576	481	62	82	287	28	55	28	1578

* Not included in totals.

Total Prop Sorties: 748
Total Jet Sorties: 768
Total Sorties: 1516

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PART IV

BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See enclosure (1).

C. Damaged inflicted on the enemy

1. See enclosure (1)

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There was no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. At 1005I on 29 February 1952 an F9F accidentally fired one 20MM round upon landing. The projectile hit GREENWAY, W.L., AB3, 211 48 73, USN, critically wounding him in the abdomen. Later in the day GREENWAY was transferred to a destroyer for further transfer to a hospital ship at Pusan. At the time of this writing GREENWAY is still on the serious list. The cause of the accidental firing has not yet been determined.

3. Casualties to air group personnel are reported in enclosure (1).

PART VI

GENERAL COMMENTS

A. Air Department

1. Flight deck

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Chocks continue to be in short supply and although one hundred fifty were ordered some time ago delivery is not expected soon because it was learned that they had to be manufactured. As an operational expedient, crude but sturdy chocks were manufactured using 1 1/4" pipe as a cross piece with a set screw adjustment at one end. The chock attrition has averaged about one (1) per day during operations in the forward area during the last six months. During this period nine (9) jet tiller bars, four (4) universal tow bars, about one thousand (1000) tie down reels were used beyond economical repair and seven (7) tractors were turned in for overhaul. In addition it has been necessary to replace about nine thousand (9000) running feet of flight deck planking and it is estimated that another fifteen thousand (15,000) running feet are required to put the flight deck in good condition.

2. Catapult

The catapults have been in outstanding operating and material condition during this operating period. There have been a total of 3355 shots fired on both catapults during the six months period just finished in the forward area, and the majority of these were for jet launches using maximum pressures. There was rarely a time during the entire period that either catapult was inoperative. This excellent operational record was possible only because of the outstanding maintenance and servicing performed between launches and on replenishment days. Three hydraulic pumps have been replaced in the forward area and one replacement pump for the port catapult is required prior to another service tour.

3. Arresting Gear

The positive stop barricade installation has not had a true test since it was installed, however it has been found necessary to change entire webbings about once each one thousand (1000) landings due to deck traffic. Davis webbings require changing about every two hundred (200) landings due to deck traffic. During the period of this report there was only one minor Davis barrier engagement on number two barrier when a jet caught a late wire.

There has been heavy usage of yielding elements during the last six months and an average of one (1) per operating day was used. The initial allowance has not proved sufficient for sustained operations during a six month tour.

It has been found that cross deck pendants had to be changed after seventy-five (75) to one hundred (100) hits per wire. Greasing F9F tail hooks has been a definite factor in the pendant life.

It is noted with pleasure that during the entire six month operating period there was not a single barrier engagement at night.

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4. Hangar Deck

The number of handling accidents and operational problems on the hangar deck were substantially reduced during this operating period. This is a direct result of experience, constant training and necessary rotation of some directors.

The metal apron leading to the deck edge elevator is of insufficient strength and requires replacement using heavier material. An alteration request is being submitted.

5. Maintenance

Aircraft availability during this period has been outstanding. This has resulted from more positive control of service control functions, increased experience and close coordination of maintenance officers with the aircraft handling officer.

It has been found that the 250 ampere output APUs are ineffective for engine starts at temperatures below 25°F. It is recommended that the heavy Wakasha units be used for cold weather and they should have minimum of 300 ampere output.

6. Safety

The daily reading of safety precautions, the personal supervision of the safety officer, all other officers and petty officers has been largely responsible for the highly successful safety program of the air department. It has required the constant attention and alertness of all hands to keep personnel from minimizing the ever-present dangers of flight operations, particularly during the last few days of operations when the end of one tour was near.

B. OPERATIONS DEPARTMENT

1. CIC

Operations during this period have been conducted as before, and CIC has experienced no difficulty in air control, radio and radar guards assigned by the task force commander.

Radar reception of jet-type aircraft has improved considerably. Single B-45s at 35,000 feet have been detected on the SPS-6B at fifty miles, on the SX height system at forty miles, and on the SX search system at thirty-five miles. Jet-type aircraft at lower altitudes (10,000 to 16,000 feet) have been detected at eighty-five miles on the SPS-6B, at fifty-five miles on the SX height system and the SX search system.

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Two air controllers (day) have been qualified during this operating period.

2. AEROLOGY

a. Weather Summary

The operating period just completed was one of generally good to excellent weather; with approximately four and a half days lost because of inclement weather. In addition, the night hecklers were cancelled, due to weather, on 28 February and 15 March.

The continuing dominance of the Siberian high pressure system was indicated by the high percentage of west to northwest winds, by good ceilings and good visibilities, and by the relatively slight amount of precipitation. At the same time, the weakening of the Siberian high, preceding the onset of the summer monsoon, was reflected in the greater percentage of light winds, (which on several occasions forced jets to carry reduced bomb loads), lower average wind velocity, higher temperatures, and the slightly greater frequency of southerly winds.

Although several cold fronts passed through the operating area during the period, most of them were weak and produced little weather of consequence. The weakening high pressure system in Siberia and the increasing strength of southerly winds resulted in the formation of a number of waves on the polar front in the East China Sea southwest of Japan. The poorest weather conditions in the operating area were experienced when these waves pushed rapidly north and east producing warm front clouds and precipitation over Korea and the adjacent Sea of Japan. With one exception the center of these low pressure areas moved east-northeast along the south coast of Honshu and the operating area was not seriously affected. On 18 March, however, a wave developed in eastern China and the low center passed across the northern part of the East China Sea and southern Korea. The resulting snow and rain, poor visibilities, high winds and rough sea forced the cancellation of all flight operations of 19 March.

b. Weather Statistics

Wind Directions:

The wind directions observed during this operating period show the continued influence of the Siberian high pressure system, as indicated by the preponderance of winds from the west, northwest and north.

Directions	Percentage of Observations
North	26.4
Northeast	5.0
East	12.4
Southeast	2.0
South	12.4
Southwest	2.4

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Directions	Percentage of Observations
West	28.6
Northwest	10.5
Calm	0.3

Wind Velocities:

The change from the winter monsoon to the summer monsoon in the Korean area occurs gradually through the spring months. It was indicated during this operating period by a definite decrease in observed wind velocities. Winds during January showed a maximum number of observations in the 20-24 knot range while in the current period the maximum observations were recorded in the 10-14 knot range. Light winds (0-9 knot range) were greater by the 10% than during the January operating period.

Velocity Range (knots)	Percentage of Observations
Calm	0.3
0-4	8.2
5-9	22.7
10-14	24.1
15-19	20.1
20-24	14.6
25-29	6.5
30-34	2.5
35-39	.95
40 or higher	.15

Ceilings:

Relatively few instances of low ceilings were recorded - less than 2% of all observations showing ceilings of less than 1000 feet while ceilings of 10,000 feet or better were recorded 73% of the time.

Ceiling Range (feet)	Percentage of Observations
Zero	0.0
0-500	0.4
500-1,000	1.0
1,000-5,000	19.1
5,000-10,000	6.5
10,000 or above	73.0

Visibilities:

Visibilities were excellent throughout the period, with more than 88% of all observations showing ten miles or better and only 2% of all observations showing less than three miles.

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Visibility Range (miles)	Percentage of Observations
Zero	0.0
0-1	1.2
1-3	0.7
3-6	4.1
6-10	5.5
10 or more	88.5

Temperatures:

Temperatures recorded during this period are indicative of the weakening of the Siberian high pressure system and the slight increase in southerly winds over the operating area.

Average Maximum Temperature	47°
Average Minimum Temperature	34°
Highest Maximum Recorded	62°
Lowest Minimum Recorded	22°

Precipitation:

Precipitation remained low during this period and only 15.6 hours of snow and 30.8 hours of rain were recorded during the operating period.

3. COMMUNICATIONS

a. Speed Keys

There have been an increasing number of speed keys in use by unauthorized personnel. Since the percentage of errors is so great when this occurs, traffic is slowed down and accuracy is sacrificed.

It is recommended that commands take positive action to insure that only qualified personnel use speed keys.

b. Antennae

VHF Antennae have presented a continuous maintenance problem due to accumulation of moisture. Working experimentally with a VHF antennae redesigned for VHF frequencies, we have obtained excellent results.

It is recommended that VHF installations be improved.

c. TBS

Occasional inconvenience has occured by material failure of the TBS

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which has a remote control unit on the open bridge.

It is recommended that a selector switch be installed in the pilot house which would make it possible to utilize the remote control on the open bridge with any of the three TBS installations which are available.

d. RATT

Radio teletype circuits can be a very effective means of clearing traffic when operating properly. They make it possible to handle traffic quickly and accurately with less highly trained personnel than required for radio or visual communications. We have experienced very little difficulty with this type of equipment due, we believe, to the fact that we have had at least one excellent teletype maintenance man aboard at all times.

It is recommended that at least one man with a thorough knowledge of teletype maintenance and repair be assigned to each ship with RATT equipment. If this is not feasible due to personnel shortage, it is recommended that properly qualified people be assigned to force commanders for use as required by the ships of the force.

4. AIR OPERATIONS

The results of the Air Operations activities for this operating period are covered for the most part by the reports from the Air Department, the Air Group, and Aerology. During this last period of operations 1509 sorties were scheduled and 1516 were flown. Two major factors account for this: The maintenance of aircraft has improved to such a degree that the average availability was well over 80 percent, and the policy of scheduling two strong prop strikes of eight planes each type rather than three strikes of four to six of each type gave plane and deck crews a better chance to make each plane completely ready for flight.

One item which has been used and is believed by many to expedite rendezvous and departure is for Air Plot to tell the leader of a flight when the last man of that flight has been launched, if there were any duds or substitutions, or of any changes in his flight. The leader then knows who to look for as his flight joins. It has also been found expedient to inform incoming aircraft as they are given the signal to land of the number of planes and type in the pattern and of any flights they may pass on their way to the pattern.

5. PHOTOGRAPHY

With only one photo plane in operations during most of the first two weeks of this period and the reduction in the number of sets of prints made for distribution, work in the photo lab was considerably reduced. Forty photo missions were flown taking 6,323 negatives from which 33,803 prints were made.

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The totals for all operating periods are 195 photo missions, 26,738 negatives and 184,040 prints.

No serious trouble was encountered with the photographic equipment but with eleven new Patco Aerial Developing Outfits to start with only four reels still remain in a usable condition and all of them will have to be replaced.

6. PHOTO INTERPRETER

After the initial dispair caused by crowded conditions, lack of trained personnel, coordination difficulties and an avalanche of photography was overcome, Antietam's photographic effort functioned smoothly. The technical skill and spirit of cooperation of VC-61 Unit Dog was outstanding. The photo lab, with a personnel and space allotment designed for a much smaller work load, performed minor miracles. Distribution requiring as many as fourteen (14) prints of reconnaissance photography and up to six hundred (600) 8 X 10 prints, was effected on the day following photography. This total reached as high as 6,000 prints on a single day. Routine ship's photography was carried on as usual.

The daily routine and division of responsibility were as follows:

a. The photo plan from CTF-77 was received and discussed by the COMPRON 61 detachment leader and the photo interpreter. A photographic brief was prepared by the Photo Interpreter. This consisted of a discussion of the coverage desired, its purpose and other pertinent points. Flight lines were drawn on 1:50,000 scale maps when desirable. These maps and previous photography of the same area were placed in an acetate envelope for the pilots' use.

b. COMPRON 61 personnel loaded and checked the cameras and airplanes. After exposure they processed the film and made one print. These steps were under the direction of the COMPRON 61 Detachment Leader and the ship's Photographic Officer.

c. The pilot edited and marked the film. Titling and splicing were completed by COMPRON 61 personnel and the film delivered to the ship's Photographic Officer for printing and distribution.

d. Rough data sheets were prepared by the pilot and reproduced by the photo lab.

e. Plotting was done by the Photo Interpreter and reproduced by the photo lab.

f. A master plot and sortie log were maintained by COMPRON 61 and the Photo Interpreter.

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g. Interpretation was made from the unmarked print. This routine was arrived at through experience. It worked very well under the operating conditions imposed.

h. There was an early need for a pictorial representation of the interdiction targets. This was provided by construction of folding mosaic strips of all major rail routes. These were briefing aids. Flak increased steadily from the beginning. Early in the second operating period flak positions were located and plotted on strip mosaics. These were copied in sections and made into booklets for pilot briefing. These flak booklets were adopted by CTF-77. They were improved and expanded to include regular and complete coverage of all major rail routes. It is believed that they represent the major contribution of the photographic effort.

Carrier photography has not realized its potential. There are three basic reasons for this:

(1) The Korean war does not lend itself readily to photo interpretation's strong points. There are no worthwhile strategic targets. There are no active airfields. Beach analysis has not been required.

(2) The distribution of Photo Interpreters has been such that only first phase interpretation is possible. Effective photographic interpretation requires an extensive library of photography. Each Photo Interpreter should specialize in one or two aspects of the intelligence project. One Photo Interpreter cannot carry on an effective program.

(3) A carefully planned continuing photographic project is mandatory.

It is recommended that study of future requirements of naval photography be made by the photo Interpretation Center. A planning guide could be made for general or predictable situations. Included also should be recommendations for a staff of photographic interpreters such as the World War II INTERPRONS, or organized photo interpretation detachments.

The F9F2P as presently configurated is not an adequate photo plane. Provisions for mounting a 24 or 36 inch vertical camera and at least a 12-inch oblique should be made.

7. AIR INTELLIGENCE

The period from 21 February to 19 March was a period of smooth operations with but one new development in operating procedure, that being in flak intelligence. This is covered in a subsequent paragraph.

SUMMARY OF ENTIRE TOUR

ADMINISTRATION:

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The organization of the Intelligence Department as set up when first reporting to Task Force 77 proved very efficient and was not changed during the entire cruise. Responsibility for reports was divided among the Air Intelligence Officer, Air Plot, CAG Air Intelligence Officer and the Squadron Air Intelligence Officers. That office which could most easily obtain the information was given the responsibility. However, the ship Air Intelligence Officer coordinated all reports.

The information and intelligence received was published and distributed as follows:

a. A compilation of all pertinent items was made and entitled "Current Information Bulletin". When the information changed or new information was accumulated the CIB was revised and a new issue released. Broad headings included were: Recognition, Communications, Restricted Areas, Target Information (General), Escape and Evasion, Search and Rescue, Essential Elements of Information, Enemy Characteristics, Standing Notes and Special Notes.

Used concurrently with the CIB were the "Daily Brief Notes" published nightly and including all new and changing intelligence. This included Target information (detailed), Recognition Codes, Friendly Force Intentions, Flak information, and other applicable notes for the next day's operations.

PERSONNEL:

It is believed that two Air Intelligence Officers are the minimum requirement for the ship. It is desirable to have three for the particular type operations being conducted in the Korean conflict thereby permitting the Intelligence Office to be manned by an officer 24 hours a day.

One of the greatest difficulties experienced is the "greenness" of all the intelligence officers when first arriving in the war zone. Some effort has been made to remedy this by sending two or three of the Air Intelligence Officers out to the area a month or so ahead of time to pick up what information can be obtained by watching combat operations and the other AIO's actually at work. However, this does not seem to eliminate the problem entirely and opening day finds the AIOs of the new carrier befuddled by a lot of little details. Also it means that the advance guard will have several additional months duty away from home.

RECOMMENDATION:

The assistant ship's Air Intelligence Officer, and CAG Air Intelligence Officer should be sent out on TAD orders two months ahead of time to relieve the corresponding officers on the carriers which is next

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to be relieved. They will then have two months of participation in actual operations. When their own carrier arrives, those two AIs should then return to their own ship. This will give the new carrier two AIOs with some acquaintanceship with the problems existing and a few of the answers. In turn, they will be relieved four months later by the two corresponding AIs from the carrier which is next scheduled to report for Korean duty. This experience and knowledge of the current situation should alleviate numerous difficulties on newly arriving carriers and should be extremely valuable to "Green Pilots".

Two rated yeomen, who are graduates of the Intelligence school for enlisted men at COMFAIRALAMEDA, and two yeoman strikers are the minimum requirements for enlisted personnel. All men assigned should have an ample length of obligated service to cover the entire tour in the forward area. It is much easier to replace a seaman in some of the other departments than in the Intelligence Office, where his special training is required daily.

SPACES:

The problem of storing the many charts required was solved by filing only a small number of each type and scale in the small stowage room in the rear of the AI office. The excess was stored in the fan room 2-78 and Cigar Mess Locker 2-56-2. When re-supply was necessary only small lots, of 10 or 20, were ordered. Delivery of maps from FEAMCOM at Tachidawa Air Base and Air Navigation Department at Atsugi was excellent.

Charts originally issued to each pilot included AMS Series 1:250,000 and AF charts 1:1,000,000, 1:5000,000 and 1:250,000 of all North Korea. The 1:50,000 scale charts were issued to the pilots prior to each Naval Gunfire Spot, Close Air Support or Strike Mission as necessary and were collected by ship's AIOs upon pilot's return.

Proper stowage space for voluminous classified materials received, such as target Dossiers and Air Objective Folders, is entirely inadequate. Basic requirements were described in Commanding, U.S.S. ANTIETAM ltr Serial 1399 of 11 December 1951, Subject: "U.S.S. PHILLIPINE SEA (CV-47) Alteration Request No. 10-51; comments on". Expansion of the chart room in the AI office and its conversion into a type of walk-in vault with a combination lock door is one possible solution. Another possibility is the expansion of this same space to accomodate the safe-lockers recommended by the referenced letter and numerous shelves which can be installed by ship's force. The bulkhead between this space and the AI office is a non-water tight bulkhead and could be moved three to six feet inboard without major alteration.

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RESCUE EQUIPMENT:

The Air-Sea Rescue services provided by the helicopters of Task Force 77 and Task Force 95 and the ships of Task Force 95 deserve commendation for the excellence and efficiency of their efforts.

It is recommended that the above services be augmented by an amphibious type rescue aircraft orbiting in the Songjin-Chingjin sea during the hours that strikers are being conducted in that area. This is especially desirable during the winter months when time is the essence of survival. The Air Force operates this type of SAR facility on the West Coast of Korea and has proven its value by the quick rescue of many pilots in North Western regions.

LIAISON BETWEEN SERVICES:

Several near accidents between Navy Night Hecklers and Air Force or Marine Air Wing Night Attack planes indicated the necessity of closer liaison between the services.

Complete and prompt information should be furnished on all friendly aircraft movements. Greater coordination in scheduling night missions should be effected in order to avoid sending aircraft from various services into the same areas at the same time without properly promulgating such information to all pilots concerned. This is especially important in view of the fact that the enemy is sending night fighters deep into our perimeter of operations.

FLAK INTELLIGENCE:

During four periods in the forward areas the ANTIETAM launched planes on 76 of 83 scheduled days. Operations on the seven remaining days were cancelled due to poor flying weather. The number of combat sorties over Korea totalled 4302; the following is a breakdown of flak damage suffered:

a. Planes damaged due to AA: 128
b. Planes lost directly due to AA: 11
c. Total planes hit by AA damaged and/or downed; 139
d. Percent of total planes hit as per total combat sorties: 3.2%

DAMAGED BY TYPES OF FIRE

Small arms: 70 planes
Percent of total planes hit: 50%

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DAMAGED BY TYPES OF FIRE

Automatic Weapons: 44 planes
Percent of total planes hit: 32%

Heavy: 0

Unknown: 25 planes
Percent of total planes hit: 18%

PILOTS CASUALTIES

Killed: Directly due to AA - 1

Indirectly due to AA - 1
(Pilot drowned after bailing out over water)

Injured: Directly due to AA - 6

Indirectly due to AA - 5

TOTAL: 13

At the commencement of our Korean tour of duty, enemy anti-aircraft protection of the main supply routes, which were our primary targets was very inclusive in its coverage. During our tour, this situation became progressively worse until by the end of the tour there was scarcely a mile of main supply route that wasn't protected by some form of AA fire. One of the reasons for this, it is believed, was that the stalemate at the battle line enabled the Reds to move some of their AA defenses from there to the rear area, to be placed near vital defense points.

In view of the above fact, our low percentage of AA damage and low casualties bear some review. A good record may depend on good luck. However, judicious use of flak information helps. This was done as follows:

1 to 50,000 scale portable charts, covering not more than 2 rail routes were pasted to a stiff backing and covered with friskit. Then, the exact positions of all light, medium and heavy guns were plotted from the best available information, primarily from photographs. Over this was placed a piece of .015 acetate and on it was plotted flak information as reported by TF-77 pilots. The latter information usually gives the location of planes when observing flak and not the actual gun positions.

Each squadron AIO had access to the flak plot of a certain route when his squadron had that route assigned as a target. Small discs, cut to scale, indicating the effective range of each AA gun at various altitudes of the plane, were made and used to create a flak danger area on the plot. Then the pilot could satisfactorily determine the least dangerous area on the route as his dropping point.

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In the outset, we were somewhat handicapped with this setup because the latest flak photo analysis of some routes were more than a month old. It was recommended to TF-77 staff Intelligence Officer that a weekly photo analysis be made of each of the routes hit most often (about a dozen). This would take only about 40% of the total photo sorties scheduled for one week. Some progress had been made towards achievement of that request during the last two weeks in the Korean area.

The above set-up worked out fine. However, it was not until the fourth period in the operating area that enough was known about the flak problem and the best method of combatting it. This may account for the high losses and damage suffered during a new carrier's first period on the line. It should be the task of the relieving carrier to give a complete picture of the flak situation to her relief and demonstrate the positive and detailed method of meeting it. This should be augmented by a complete file of latest flak analysis photographs issued by TF-77 Intelligence Officer before the carrier actually reports to TF-77 for duty.

C. SUPPLY DEPARTMENT

1. Supply Administration

The annual equipage inventory was started with the objective of clarifying many of the material shortages that have been encountered. The inventory will be based upon new equipage records and prepared from allowance lists which have been brought completely up-to-date. The material deficiencies that reveal themselves are to be reviewed to determine if the items are actually required. Equipage found to be authorized but not required will be reported with recommendations for modification of the allowance lists. The deletion of many items presently being carried will reduce the storage and handling problems, reduce requirements for additional funds and finally permit the close equipage accountability.

2. General Stores Inventory

The Annual General Stores Inventory was initiated on a new schedule that will permit balancing the stock records and class ledgers at the end of the fiscal year. Due to the short period prior to the ship's commissioning, material in storage during the ships inactivation was not completely accounted for. The new inventory is being accomplished in an excellent manner which will permit thorough replenishment of stock upon return to the United States and also permit elimination of dead stock.

3. Winter Clothing

The clothing issued to personnel during the winter operating period proved to be inadequate. The use of clothing was in excess of planned requirements, but no frost bite or injuries due to cold were encountered. The ship did not have adequate clothing to permit replacing torn or dirty

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clothing during the winter months and therefore most of the winter clothing is in very poor condition. It is estimated that 20% of all clothing will have to be surveyed as being beyond repair or reconditioning. The allowance of winter clothing is very inadequate for the number of personnel presently assigned operating carriers. It is recommended that clothing allowances be determined on a more realistic basis which will provide basic clothing (jacket, hat, gloves) to all hands and additional items, (underwear, artics, rain gear, face masks, etc.) to all personnel employed in weather areas. Allowances of clothing should also authorize a certain percentage (20%) for sizing, and replacement of lost and damaged clothing. The realistic approach to reduce the clothing problems aboard ship is to provide all hands minimum clothing requirements, which will discourage thefts and losses and at the same time maintain close accountability and responsibility.

4. Aviation Supply

The repair facilities on this vessel are adequate but the repairing of minor damages to surfaces was not accomplished on a large scale.

Critical items in many classes did exist, but this was kept at a very low percentage by the reallocation of material by ComFairJap and exchanges between vessels.

5. Disbursing

Officers and enlisted men are paid on the 1st and 16th of the month. During periods of combat operations it is necessary to hold payday at night. A total of four Supply Officers can pay the entire ship's company in approximately one and a half to two hours, depending on the number of personnel drawing money. Stragglers are then paid the following morning.

Each individual is required to sign for all yen bought from the Disbursing Officer. This is done on a form prepared locally and the forms are retained by the Disbursing Officer. This, if the occasion arises, can be used as a basis to determine whether yen was obtained by an individual through legitimate channels.

6. Wardroom Mess

a. Service of meals in the wardroom was conducted in the following manner:

Breakfast - Cafeteria Style
Lunch - Service at tables but not according to a seating arrangement except on replenishment days and ordinary steaming days. Two sittings were provided.

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Dinner - Service at tables according to seating arrangement. Two sittings were provided.

Service of meals were on a rotation basis to provide a degree of fairness in the promptness with which the various tables were served.

Meals were served at the following hours except when in port:

Breakfast - 0700 to 0800
Lunch - 1130 to 1200 & 1230 to 1300
Dinner - 1700 to 1730 & 1800 to 1830
Other meals were provided as required by operating conditions.

Three times weekly, arrangements with the ship's band were made to provide music at the dinner hour. This proved to be a very entertaining feature and greatly appreciated by the mess members.

b. Mess Bills - Mess Bills averaged around $40.00 per month throughout the operating period.

c. Personnel - CVs of this class are allowed 42 stewards of various rating to care for a ship's company complement of 103 officers. With the Air Group aboard, the total was raised to roughly 240 officers with only an additional 19 stewards being provided by the Air Group. Needless to say, the highest standards of service had to be tailored drastically to provide the bare essentials of room maintenance. Further, little free time was available for the rest and recreation of wardroom personnel. This function is undermanned to accomplish its mission.

d. Breakage - Difficulty in controlling breakage of wardroom chinaware was experienced due to the great amount of washing and serving so many meals in the operating area. Since the coffee mess operated 24 hours a day, breakage of cups was particularly difficult to check. Careless handling of chinaware on the part of the stewards was reduced to a minimum with the use of "extra instruction details" for those not heeding advice to use caution in their work.

e. Linen - The loss of bedclothing, especially blankets, is expected to be at a minimum when transients and air group personnel leave the ship through the use of linen custody chits. Detached officers must return their linens and blankets to the head room steward prior to being reimbursed for their mess share. Regulations covering this arrangement are included in the ship's organization book.

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f. Purchase of Provisions from Private Suppliers - Advantages in purchasing some meats and vegatables from Japanese suppliers are readily apparent on examination of their price lists. Purchase by sample is not always to be relied upon when dealing with these merchants. It would be a good plan to check with mess caterers on other vessels before placing an order with any one merchant.

7. Ship's Store

The ship's service aboard the U.S.S. ANTIETAM, during the period of operations in the forward area, has met no major problems. Personnel assigned to Ship Service Serves You have real meaning to the officers and crew.

Prior to departure from the continental limits of the United States, appropriate action was initiated to increase our monetary inventory limitation. Our peak inventory figure was reached in September, the month of our departure, when we had merchandise valued at $161,000.00. The inventory has shown a definite decline each month. It is believed that the normal limitation will be reached by the end of March.

8. Ship's Store

The logistic support for Ship's Service merchandise has been excellent. The personnel assigned the Supply activities in this area have been extremely helpful in actual procurement of merchandise. The Central Purchasing Office in Tokyo has made it possible for the crew to purchase the best native goods at a reasonable price. Our experience in native goods reveal that the men desire to purchase through their ship stores merchandise which is not readily available in the ordinary Japanese street shop.

The following mark-up policy has been adapted and has proved to be satisfactory:

Repetitive Items (Shaving gear, tooth paste, etc.) 10% or less.
Luxury Items 15%
Native Goods 5%

When the total sales at cost price is compared to sales at sales price for the above classifications of merchandise, the percentage of mark-up averages approximately 10%. Sales continued at a good level during our entire tour of duty. The peak month was in December 1951 when we had cash sales valued at $51,000.00.

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During periods of actual combat operations many of the officers and crew could not be spared from their duty stations during the daytime, therefore the hours of operations for the ship's stores and fountains were changed so they could be open alternately at night.

Through a haircut appointment procedure, the off-job time for haircuts has been reduced to actual haircutting time. The appointment procedure has eliminated waiting lines and aided greatly increased efficiency through reduction of waste time.

9. Commissary

The Comissary Section has gained much "know how" through experience acquired during the ship's six month operating period at the forward area. Many procedures of improving and operating the general mess were suggested and tried, and the best suggestions were retained and incorporated into the operation of the mess.

The integration of the meal hours with the time of flight operations was one of the first problems which confronted commissary section. Since it was imperative that personnel directly connected with movement of planes on the hangar deck and flight deck, be served at the head of the chow line so they could be back on the job as quickly as possible, it was arranged that all Air Department personnel be served one hour before regular meal time. One serving line was reserved for the Air Department. The system proved very successful and has been incorporated into the Ship's Organization Book. The following is a schedule for the meal hours on Replenishment Day and Flight Operation Day:

REPLENISHMENT DAY	FLIGHT OPERATION DAY
0500-0530 - Early Breakfast	0500-0600-Breakfast for Air Dept
0615-0745 - Regular Breakfast	0545-0615-Early Breakfast
	0615-0715-Regular Breakfast
1030-1100 - Early Dinner	1000-1100-Dinner for Air Dept.
1100-1245 - Regular Dinner	1030-1100-Early Dinner
	1100-1215-Regular Dinner
1530-1600 Early Supper	1530-1600-Early Supper
1630-1730 - Regular Supper	1600-1700-Supper for Air Dept.
	1630-1730-Regular Supper

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The ease with which the ship has replenished fresh and and dry provisions at sea is one of the records of which the ship is proud. In fact, the ANTIETAM broke a record for the Pacific Area on 5 March 1952, by transferring 120 tons of provisions at the rate of 95 tons per hour. On 9 March 1952, the personnel of the ANTIETAM broke its own record by taking aboard 70 tons of provisions at the rate of 102 tons per hour. Approximately 200 men are used to receive and stow provisions on replenishment day. This number varies with the number of tons of provisions expected. A loading plan is on file in the Supply Office as to the exact procedure to follow on provisioning day. It is imperative that the utmost cooperation be obtained from all departments in the carrying out of a smooth replenishment day.

Due to the constant upkeep and maintenance of planes, it is necessary that a certain amount of work be accomplished at night. As a result, a full hot meal is served to approximately 200 personnel every night while in the forward area. This meal is served from 2330 till 2400 at #3 serving line. The details as to how these midnight rations are obtained and served as outlined in a Supply Department Memorandum which is on file in the Supply Office. In addition to the full hot meal at midnight, soup, crackers, and coffee is served to watch standers from 2330 till 2400.

During the extremely cold weather in the operating area, hot soup was served twice a day at 1330 and 1900 to personnel working in places exposed to the weather. The serving of this soup is a great boost to the morale of these men also keeps the men who are tending the planes alert at all times.

The supplying of mess gear to the general mess presented a re-occuring problem, expecially cups, bowls, and spoons. Though every effort was made to keep the losses down to a minimum, the usage rate was abnormally high.

By careful planning of all meals, and the utilization of all usable left over foods it is possible to prepare and serve all the food that a man can eat in the most palatable manner.

D. ENGINEERING DEPARTMENT

No major difficulties were encountered during this period. However continued operation has increased the required maintenance. At present the boilers are the most critical of the main propulsion equipment. The complete rebricking of five boilers is highly desirable and must be

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accomplished before another forward area tour is undertaken. Constant pressure pump governors have been another source of trouble. Steam cut bodies have made repair of some governors impossible. Replacement of these and salvage of their usable parts is now underway.

The most critical outlying auxiliaries are the deck winches and the bomb elevators. All parts of the deck winches are badly worn and a complete overhaul is necessary. These are vital to replenishment, and their reliability is essential. The bomb elevators are also essential and greatly over worked by comparison with World WarlII operation. Frequent brake and electrical adjustments are required to maintain continued operations.

Statistics

Miles steamed from	2/18/52	to	3/21/52	12,141.9 miles	
Fuel used from	"	"	"	"	1,907,672. gallons
Fuel received from	"	"	"	"	1,804,497 gallons
Fuel delivered from	"	"	"	"	160,851 gallons

Gallons fuel used per engine miles during period: 157.1 gallons

E. PERSONNEL

Personnel performance has been uniformly excellent and morale has remained on a high level. Teamwork and cooperation was evident throughout as evidenced by excellence of performance during replenishment periods. In the transfer of supplies, a tons per hour record for CV class carriers in this area was set during one replenishment period and was broken the next.

The average on-board count of enlisted personnel (excluding the air group) during the period of this report was 2029. Total losses and gains by pay grade were as follows:

	E-7	E-6	E-5	E-4	E-3	E-2
Losses	1	8	23	23	0	0
Gains	0	1	1	2	2	34

The critical shortages in petty officer ratings continues to pose a grave problem and shortages in the ratings of TE, RD, MM, IC, ET, EM, BT, are bordering the minimum for operational functioning. An intense training program and utilization of personnel outside their field of specialty whenever feasible has enabled departments to function efficiently and with safety.

An exchange of chaplains with other ships at sea was conducted by the helicopter. Although the General Worship Service conducted by the Catholic chaplain had been attended by a great number of Protestant personnel, it is highly recommended exchange of chaplains be continued should it not be feasible to assign two chaplains to vessels of this type.

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The evening prayer which was inaugurated during our first days in the operating area has been well received by all hands.

F. RECREATION

The recreation program aboard the Antietam has met very appreciative response and is a decided factor in the continued high morale of the ship's company and air group personnel.

The Antietam basketball team finished the season with an 8 won, 2 lost record. Major victories were over the U.S.S. Essex, U.S.S. St. Paul and the U.S.S. Wisconsin. The losses were suffered at the hands of a Navy and Army shore based teams. By virtue of the wins over underway teams the Antietam claims the mythical title of Far East Underway Champions.

An Intramural Basketball Tournament was organized in which divisional teams competed for the department championship. Then followed a tournament with each department's team competing for ship's champion. Winners within departments were awarded a trophy and the winner of the departmental tournament awarded the Captain's trophy. The tournaments were highly successful; interest and enthusiasm ran high.

At the present time plans are being completed for a volley ball tournament to be conducted along the same lines.

The boxing team was entered in the All Service Tournament held at Camp Chickamuauga, Kyushu, Japan along with fifteen other teams and came out second place winner.

During the period covered by this report 93 movie exhibitions were attended by 30,676 personnel, an average of about 330 per showing. This figure is seemingly low until the restricted areas available for showings are considered.

The hobby shop has been very successful in its operation with many model airplanes, ships, and automobiles being acquired by personnel during this operating period. The ship has been doing an average $1,400 business monthly, over the last two month period.

A contest has been organized which delights all photographic enthusiasts and has resulted in a large number of photographs of varied subjects, many of which will be used in the cruise book.

Rest and recuperation hotel reservations, although limited, have been highly beneficial. To offset inadequate hotel reservations, organized all-day sightseeing tours by bus have been arranged accommodating 70 men a day. Booking of professional shows of local talent for performance aboard

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ship in port proved very successful.

The many organized and diversified recreational activities has served to divert pent-up energy into healthful channels and is considered a major factor in the ship's morale as well as low percentage of VD infected personnel.

George J. Dufek
GEORGE J. DUFEK

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